DELAWARE RAIL-to-TRAIL & RAIL-with-TRAIL FACILITIES MASTER PLAN EXISTING CONDITIONS of the RAIL CORRIDORS

JUNE 2006

EAISTING CONDITIONS Of the KAIL CORRIDORS														JUNE 2006												
	DAM GODDINOD	RAIL CORRIDOR LENGTH (miles) RAILS RAIL TIES RAIL BED BRIDGE STRUCTURES CULVERTS ROADWAY X-INGS PHYSICAL BARRIERS																								
	RAIL CORRIDOR	LENGTH (miles)	RAILS in place visible		RAIL TIES			RAIL BED			E STRUCTURES			1	CULVE				DADWAY X-INGS							RWT POTENTIAL
			in place	visible	in place	visible	visible	vegetation	R.R.	Roadway	damaged	removed	total	good	poor	total	needed	90 deg.	angled	total	drive	wate			man-	
	T				10.0/	10.0/		overgrowth		or Misc.												bodie	es logic	al	made	
1n.		10	n	-	10 %	10 %	У	50 % medium	-	-	-	-	0	1	-	1	0	1	-	1	0	-	-	-	-	NA
	Trail (north terminus)	1.0 mi.	ABANL	OONED																						
			T	<u> </u>		1	T 1		 		T	T	1	T	T	1	T .		1	T	I	T	<u> </u>	<u> </u>	<u> </u>	T
Is.	Junction Breakwater		n	-	n	-	n	5% light	-	-	-	-	0	-	-	0	0	2	-	2	0	-	-	-	-	NA
	Trail (south terminus)	0.7 mi.	ABANL	OONED					<u> </u>				L			ļ					ļ	ļ	_			
			<u> </u>	<u> </u>		1	1		1		<u> </u>	<u> </u>			T	1	T		1	T	T			<u> </u>		<u> </u>
2.	Brandywine		У	у	У	n	n	30% light	1	3 rdwy o/h	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	NA
	Industrial Track	2.3 mi.	ABANL	OONED					o/h																	
														_	_	_						_			_	
3.	Ellendale-Milton		у	у	у	у	у	none	2	-	-	-	2	4	-	4	0	4	8	12	10	-	-	-	-	YES
	Industrial Track	6.8 mi.	ACT	TVE					<u> </u>						ļ	ļ					ļ	<u> </u>				Potentially
						•	1		•				•	T	T	1			,	1	,	-	<u> </u>		<u> </u>	
<i>4</i> .	Clayton-Easton Line		у	у	у	у	У	100% light	1	-	1	-	1	26	-	26	-	6	11	17	12	1	-	1	-	NA
		14.4 mi.	INAC	TIVE										ļ	ļ	<u> </u>					<u> </u>	<u> </u>				
5.	New Castle		n	-	у	10%	У	none	-	-	-	-	0	1	-	1	0	2*	-	2	0	-	-	-	1	NA
	Industrial Track	1.8 mi.	INAC	TIVE														* at b	oth tern	nini						
6.	Rockland Track		n	-	n	-	у	40% light	-	-	-	-	0	-	-	-	-	1	-	1	1	1	1	-	1	NA
		1.1 mi.	ABANL	OONED																						
<i>7</i> .	Kentmere Track		n	=	70 %	50%	у	50% light	1	*2	-	1	4	2	2	4	3	1	1	2	1	-	2	2	1	NA
		2.3 mi.	ABANL	OONED						* 1 tunnel																
8.	Wilmington &		n	-	50%	50%	у	85% light	2s	1	1	-	3	3	_	3	3	4	1	5	3	1	2	1	1	Some
	Northern	2.3 mi.	INAC	TIVE				C										*note:	2 active		xings					Segments
																									_	
9.	Milton-Lewes Line		n	T - T	n	_	50%	75% heavy	0	-	-	4	4	-	12	12	12	2	15	17	6	4	-	1 -	3	NA
		9.0 mi.	ABANL	OONED				-																		·
10.	Smyrna Track		n	_	n	-	у	street trees	T _ I	_	_	_	0	T -	_	Ι.	_	5	2	7	15	T -	T -	T -	1	NA
10.	January Lines	1.0 mi.	ABANL	OONED				in corridor																	1	11/1
***	NOTE: red= structural revie	w· s= RR swing bridg	e. o/ h= c	over hea	d liah	t= gras	ses we	eds and brush	medii	ım= sanlings	and your	na trees:	heav	/V= \/6	erv de	ense	woodeo	areas	of mati	ire tre	205					
<u> </u>	ioa- chactara fevic	, S= rare swilling bridg	o, o , ii- 0	. , OI 1100	, <u></u> 911	- gras	555, W	cao ana braon, i	ouit	Japinigo	aria your	.9000,	u v	. .	., u	51100	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	aious	oi iiiull		, 00					

GEORGETOWN-LEWES RUNNING TRACK RTT/RWT PLANNING STUDY (separate study) EXISTING CONDITIONS of the RAIL CORRIDOR

JUNE 2006

RAIL CORRIDOR	LENGTH (miles)	RAILS		RAIL TIES		RAIL BED		BRIDGE STRUCTURES					CULVERTS				ROADWAY X-INGS				PHYSICAL BARRIERS				RWT POTENTIAL
		in place	visible	in place	visible	visible	vegetation	R.R.	Roadway	damaged	removed	total	good	poor	total	needed	90 deg.	angled	total	drive	water	hydro-	debris	man-	
							overgrowth		or Misc.											ways	bodies	logical		made	
Georgetown-Lewes		у	у	у	у	y	none	1s	3*	-	-	4	13	-	13	0	5	14	19	3	-	-	-	1	
Running Track	16.7 mi.	ACT	IVE						*2 (SR 1) o/h																YES
									*1 (US 9) on roa	d section															

***NOTE: red= structural review; s= RR swing bridge; o/h= over head; light= grasses, weeds and brush; medium= saplings and young trees; heavy= very dense wooded areas of mature trees